

Agricultural Refrigerated Truck Quarterly

Transportation Services Branch
Transportation and Marketing Programs
Agricultural Marketing Service
U.S. Department Of Agriculture

Quarterly Overview

Fruit and Vegetable Programs Report Retail Produce Prices

On Oct 5, 2007, the Fruit and Vegetable Market News Branch published its first weekly advertised retail price report for most commonly consumed fresh fruits and vegetables. The Market News Branch will survey 200 retailers' web-site covering over 17,000 individual stores daily. The report will provide weighted average retail prices at both the regional and national levels. The report can be viewed at: www.ams.usda.gov/fv/mnncs/index.htm.

Fruit and Vegetable Shipments

- During the 3rd quarter, **reported U.S. truck shipments of fresh produce were 7.3 million tons**—16 percent lower than the previous quarter and 3 percent higher than the same quarter last year.
- **California shipments increased from last quarter** to 3.2 million tons. Shipments totaled 2.4 million tons during the 2nd quarter 2007.
- **Great Lakes shipments climbed 106 percent** from the previous quarter, but were still 2 percent lower than the same quarter last year.
- **Texas shipments totaled 167,000 tons** during the quarter, 22 percent higher than same quarter last year, but 55 percent lower than the previous quarter.
- **Due to limited shipments at the end of the harvest season**, there is insufficient Florida data to report during the 3rd quarter.

Truck Rates

- **Reported average truck rates for U.S. produce shipments** were \$2.08 per mile, 18 cents higher than last quarter.
- **Great Lakes truck rates averaged \$2.76 per mile**, 14 cents below last quarter and 22 cents below same quarter last year.
- **Texas average truck rates declined 4 percent** to \$1.21 per mile compared to \$1.26 per mile reported last quarter.

Diesel Fuel

- **Second quarter U.S. diesel fuel averaged \$2.89 per gallon**—3 percent higher than last quarter and 1 percent lower than the same quarter last year.
- **Average ultra low sulfur diesel prices increased 3 percent** from last quarter to \$2.91 per gallon.
- **Average low sulfur diesel prices also increased 3 percent** from last quarter to \$2.85 per gallon.

3rd Quarter
2007
July-Sep

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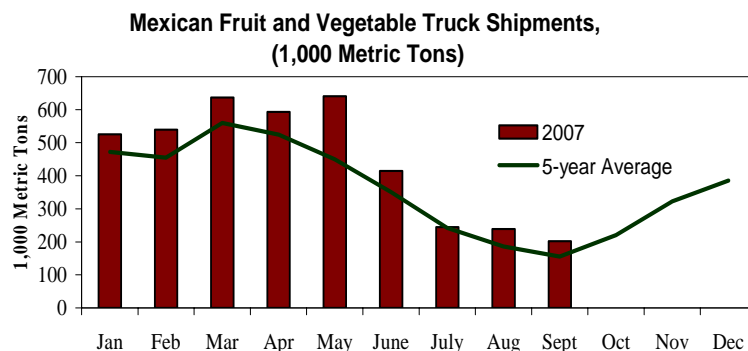
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U.S. – Mexico Fresh Produce Trade

Since the inception of the North American Free Trade Agreement (NAFTA) in 1994, Mexico has become an important trading partner with the United States. Factors such as price, climate, location, and seasonal constraints have increased demand for fruits and vegetable from Mexico. During 2006 Mexico was the top source of fresh fruit and vegetables for the United States. According to the Economic Research Service, the value of U.S. imports of fresh or frozen fruits from Mexico was over \$1.2 billion during 2006, with Mexico and Chile accounting for under half of U.S. fruit imports. Fresh or frozen vegetables imports from Mexico were valued at just over \$2.7 billion during 2006. Mexico along with Canada accounted for more than half of U.S. vegetable imports. U.S. fresh fruit and vegetable exports to Mexico have increased over the past several years to \$284 million and \$120 million in 2006, respectively.

Mexico's improvement in production, quality, phytosanitary, and food safety conditions, have helped to build U.S. consumer confidence, further increasing fresh fruit and vegetable demand. These factors have helped to increase truck shipments for Mexican fresh fruit and vegetable exports to the U.S. Reported truck shipments have increased 20 percent since 2002 and are 7 percent higher than the 5-year average so far in 2007. By September 2007, reported shipments were 26 percent higher than the same time last year.



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

The recent implementation of the U.S. Department of Transportation (DOT) Cross-Border Trucking Demonstration Project, a provision under NAFTA, may further increase imports of Mexican products to the U. S. Under this program a limited number of Mexican-domiciled trucks will be allowed to operate outside the current 25 mile commercial zone along the U.S. border. To date, five Mexican trucking companies have been given operating authority. This number is expected to increase as companies are added each month with an expected 100 Mexican companies participating by December. You can find out more about DOT's Cross-Border Trucking Demonstration Project at: <http://www.fmcsa.dot.gov/cross-border/cross-border.htm>. Camia.Lane@usda.gov and Brian.McGregor@usda.gov.

Regulatory News/Updates

Bills to Promote and Assure the Quality of Biodiesel Fuel. On October 9, identical bills H.R. 3781 and S. 1616 were introduced in the House and Senate to amend the Clean Air Act to require the use of increasing volumes of biodiesel over the next 5 years. Within 1 year of enactment EPA is to publish the annual biodiesel blending requirements. Quality and retail pump labeling regulations are to be published within 180 days. Regardless of whether regulations are published, it will be illegal to produce or distribute biodiesel that does not meet ASTM standard D6751.

California Transport Refrigeration Units (TRU) Measure Needs EPA Waiver. California, the dominant producer of U.S. fruits and vegetables, intends to reduce pollution from diesel engines, including TRUs and TRU generator sets mounted on refrigerated trailers and containers. Standards will be phased in beginning December 31, 2008. California needs a waiver from EPA, since Federal Clean Air Act regulations preempt California regulations. EPA has indicated they will decide whether to grant a waiver by the end of 2007.

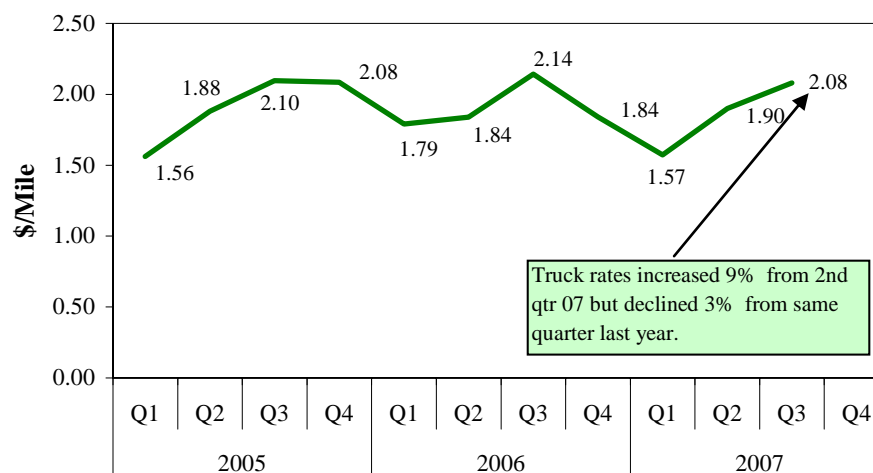
Portions of Los Angeles and Long Beach Clean Truck Program on Hold. The ports of Los Angeles and Long Beach will begin to restrict older trucks on October 1, 2008, starting with those built before 1989. The ports have deferred the assessment of penalties on older trucks and a proposal to restrict driving to employees of approved trucking companies. Independent owner-operator drivers haul refrigerated containers of fruits and vegetables and other cargo to and from the ports. Drivers, trucking companies, importers, exporters, Intermodal Motor Carriers Conference, and Maritime Administration have contacted the ports and Federal Maritime Commission with legal and economic concerns.

Long-Haul Trucking Rule Must Meet December Deadline. The U.S. Court of Appeals for the District of Columbia has given the Federal Motor Carrier Safety Administration (FMCSA) until December 27 to follow proper administrative procedures and issue an interim final rule for public comment. The FMCSA can either justify an 11th hour of daily driving and letting drivers restart their work week after a 34-hour rest period, or eliminate these two provisions from the hours-of-service regulations. The court ruling does not affect the agricultural exemption in Public Law 109-59, which exempts agricultural drivers within a 100-air-mile radius of a source of commodities or a distribution point for farm supplies during planting and harvesting periods. This law also exempts the transportation of grapes west of Interstate 81 in the State of New York within a 150-air mile radius from where the grapes are picked or distributed.

Transportation Worker Identification Credential (TWIC) Underway. The Transportation Security Administration (TSA) began enrolling TWIC applicants at the Port of Wilmington, Del. and Corpus Christi, Texas, and published the TWIC quarterly deployment schedule through September 2008. TWIC reader technology is under development. The program's goal is to ensure that any individual who has unescorted access to secure areas of port facilities and vessels has received a thorough background check and is not a security threat. The TSA began enrolling TWIC applicants at Oakland, CA, Wilmington, DE, Corpus Christi, TX, Tacoma, WA, and many other cities, under the TWIC Quarterly Deployment Plan, October 2007 to September 2008. To find about more TWIC
<http://www.tsa.gov/assets/pdf/twicquarterlydeploymentschedule.pdf>

U.S. Truck Rates

Figure 1: Average Truck Rates for Selected Long Haul Routes (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Note: Actual rates reported in table 1.

Table 1: Average U.S. Truck Rates for Selected Long-Haul Routes (\$/Mile)

	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	*Annual
2007	1.57	1.90	2.08		
2006	1.79	1.84	2.14	1.84	1.90
2005	1.56	1.88	2.10	2.08	1.91
2004	1.35	1.63	1.81	1.76	1.64
2003	1.29	1.51	1.48	1.40	1.42

*Annual: Weighted average rate for all 4 quarters.

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Table 2: Quarterly Rates for Key Origins by Month (\$/Mile)

Origin	3rd Qtr 2007			2nd Qtr 2007		
	July	Aug	Sep	Apr	May	June
Arizona	2.11	n/a	n/a	1.74	1.53	2.50
California	2.22	2.04	2.04	1.69	1.93	2.33
Great Lakes	1.76	1.77	1.79	1.95	2.08	1.95
Mexico - Arizona	2.10	1.99	1.89	1.66	2.08	2.46
Mexico - Texas	1.98	1.72	1.74	1.71	1.83	2.09
PNW	1.76	1.66	1.83	1.79	1.86	1.81
Texas	1.23	1.20	1.16	1.27	1.26	1.26

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Note: "n/a" indicates rates not available.

Note: The rates for 8 long-haul fruit and vegetable truck corridors are included in the national rate, weighted by commodity and origin volume.

Note: Rates for Florida not reported due to limited seasonal shipments.

Truck Rates for Selected Routes and Commodities

Table 3: Origin-Destination Truck Rates for Selected Routes and Commodities, 3rd Qtr 2007 (\$/Mile)

Origin	Commodity	Destination							
		New York	Atlanta	Chicago	Boston	Baltimore	Miami	Philadelphia	Seattle
Arizona	Melons	2.38	2.63	2.37	2.24	2.40	2.54	2.41	2.25
California	Apricots	2.25	2.47	2.34	2.56	2.38	2.50	2.46	1.17
	Avocado	2.09	2.08	2.09	2.41	2.25	2.37	2.28	1.09
	Broccoli	2.21	2.41	2.33	2.59	2.43	2.46	2.45	1.14
	Carrots	2.09	2.21	2.09	2.00	2.07	1.96	2.09	3.60
	Grapes	2.26	2.37	2.38	2.16	2.26	2.02	2.25	4.85
	Lettuce	2.07	2.20	2.05	1.99	2.06	1.90	2.06	3.40
	Melons	2.12	2.23	2.16	2.02	2.08	1.93	2.09	4.95
	Mixed Vegetables	2.14	2.25	2.16	2.44	2.27	2.42	2.35	1.12
	Onions	1.72	1.63	1.62	1.58	1.56	1.48	1.60	n/a
	Pears	2.09	2.19	2.05	2.42	2.27	2.42	2.33	1.05
Great Lakes	Apples	n/a	2.47	2.59	n/a	n/a	1.20	0.90	n/a
	Blueberries	n/a	2.30	2.93	n/a	n/a	n/a	n/a	n/a
	Cabbage	n/a	2.34	1.90	n/a	n/a	n/a	n/a	n/a
	Carrots	n/a	n/a	3.03	n/a	n/a	n/a	n/a	n/a
	Cucumbers	2.88	2.18	2.59	0.96	n/a	1.46	0.84	n/a
	Onions	n/a	2.47	2.82	3.28	3.67	2.45	3.41	n/a
	Potatoes	n/a	2.48	2.69	3.05	3.67	2.35	3.21	n/a
Mexico - AZ	Grapes	2.33	n/a	1.94	n/a	2.12	n/a	2.26	n/a
	Mangoes	2.06	n/a	1.86	n/a	2.02	n/a	2.06	n/a
Mexico - TX	Other Citrus	1.91	1.90	1.70	1.78	n/a	1.99	n/a	n/a
Pacific Northwest	Apples	n/a	2.17	2.05	2.07	1.84	n/a	1.82	n/a
	Cherries	2.22	n/a	2.15	2.39	n/a	n/a	n/a	n/a
	Onions	1.69	1.54	1.60	1.87	1.72	2.07	1.72	n/a
	Potatoes	1.50	1.47	1.36	1.32	1.34	1.29	1.29	n/a
Texas	Watermelon	2.27	2.52	2.29	n/a	n/a	n/a	n/a	n/a

Note: "n/a" indicates rates were not available

Source: AMS, Fruit and Vegetable Programs, Market News Branch

Table 4: Origin-Destination Truck Rates for Selected Routes and Commodities, 3rd Qtr 2007 (\$/Truck)

Origin	Commodity	Destination							
		New York	Atlanta	Chicago	Boston	Baltimore	Miami	Philadelphia	Seattle
Arizona	Melons	5,879	4,857	4,279	6,057	5,636	6,000	5,779	3,714
California	Apricots	6,300	5,433	4,683	6,400	5,950	6,250	6,150	2,917
	Avocado	5,858	4,570	4,181	6,017	5,629	5,929	5,708	2,712
	Broccoli	6,200	5,300	4,650	6,467	6,067	6,150	6,133	2,850
	Carrots	5,862	4,871	4,171	6,046	5,662	6,033	5,825	2,706
	Grapes	6,317	5,217	4,767	6,517	6,167	6,300	6,267	3,650
	Lettuce	5,806	4,833	4,106	6,006	5,622	5,922	5,750	2,556
	Melons	5,925	4,900	4,325	6,100	5,675	6,025	5,825	3,725
	Mixed Vegetables	5,979	4,950	4,325	6,108	5,662	6,038	5,867	2,808
	Onions	4,826	3,597	3,237	4,754	4,276	4,622	4,467	n/a
	Pears	5,861	4,810	4,100	6,044	5,667	6,050	5,817	2,614
	Peppers	5,950	4,950	4,400	6,150	5,775	6,150	5,900	2,800
Great Lakes	Apples	n/a	2,150	750	n/a	n/a	3,000	2,250	n/a
	Blueberries	n/a	2,000	850	n/a	n/a	n/a	n/a	n/a
	Cabbage	n/a	2,033	550	n/a	n/a	n/a	n/a	n/a
	Carrots	n/a	n/a	880	n/a	n/a	n/a	n/a	n/a
	Cucumbers	2,300	1,900	750	2,400	n/a	3,650	2,100	n/a
	Onions	n/a	2,151	816	3,166	2,649	3,666	2,656	n/a
	Potatoes	n/a	2,160	780	2,940	2,649	3,507	2,501	n/a
Mexico - AZ	Grapes	5,950	n/a	3,900	n/a	5,300	n/a	5,650	n/a
	Mangoes	5,264	n/a	3,729	n/a	5,050	n/a	5,143	n/a
Mexico - TX	Other Citrus	3,800	2,183	2,517	3,902	n/a	3,071	n/a	n/a
Pacific Northwest	Apples	n/a	5,200	3,685	5,172	4,595	n/a	4,541	n/a
	Cherries	5,760	n/a	3,865	5,972	n/a	n/a	n/a	n/a
	Onions	4,398	3,700	2,874	4,685	4,289	5,181	4,291	n/a
	Potatoes	3,891	3,532	2,443	4,036	3,705	4,345	3,656	n/a
Texas	Watermelon	3,958	2,435	2,662	n/a	n/a	n/a	n/a	n/a

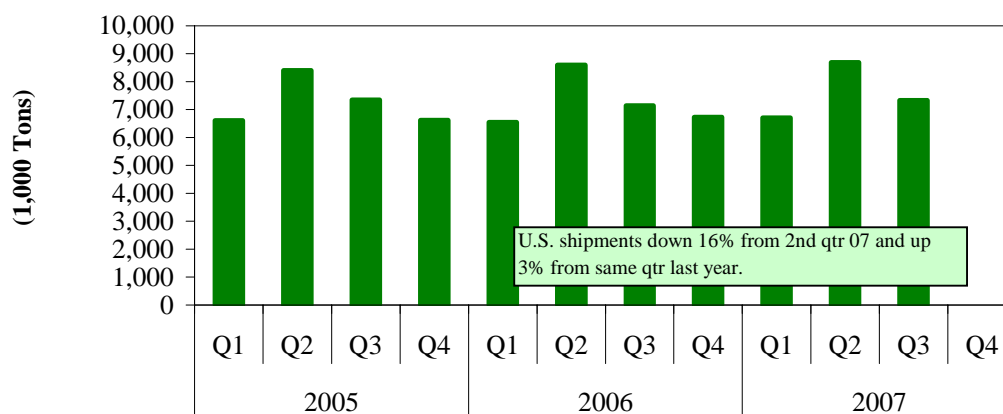
Note: "n/a" indicates rates were not available

Note: Rates for Florida not reported due to limited seasonal shipments.

Source: AMS, Fruit and Vegetable Programs, Market News Branch

U.S. Shipments

Figure 2: U.S. Refrigerated Fruit and Vegetable Shipments (1,000 Tons)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Table 5: U.S. Refrigerated Fruit and Vegetable Shipments (1,000 Tons)

Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Annual
2007	6,704	8,683	7,324		
2006	6,542	8,595	7,140	6,733	29,010
2005	6,610	8,405	7,351	6,618	28,984
2004	6,576	8,589	6,759	6,539	28,463
2003	7,246	6,556	7,246	6,556	27,603

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Shipments by Selected Commodities

Table 6: Top 10 Commodity Shipments for 3rd Qtr 2007 (1,000 Tons)

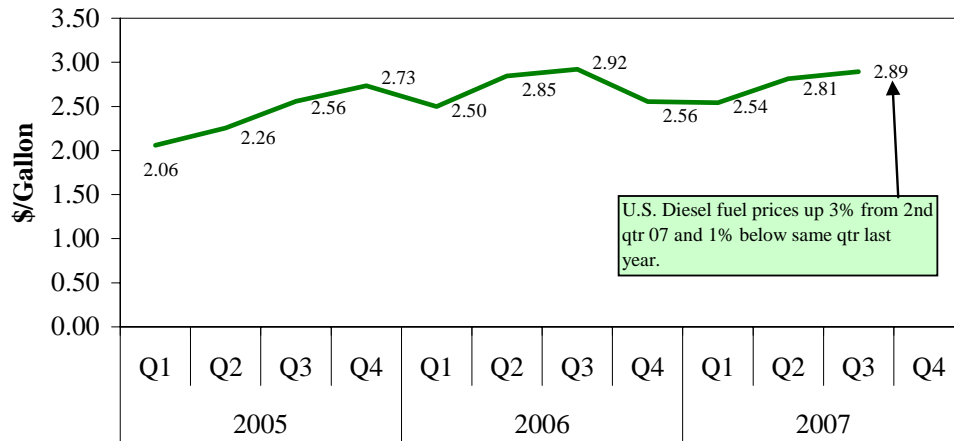
Commodity	3rd Quarter 2007	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
				Previous Qtr	Same Qtr Last Year
Potatoes	1,158	1,181	1,140	-2%	2%
Watermelon	687	1,054	605	-35%	14%
Tomatoes	647	769	582	-16%	11%
Lettuce	645	729	682	-12%	-5%
Onions	502	588	466	-15%	8%
Cantaloupe	444	346	417	28%	6%
Grapes	432	195	368	121%	17%
Apples	342	363	431	-6%	-21%
Peppers	222	277	162	-20%	37%
Peaches	207	94	201	120%	3%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

U.S. Diesel Fuel Prices

The **diesel fuel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for fruit and vegetable movements, accounting for 37 percent of the estimated variable cost.

Figure 3: U.S. Average On-Highway Diesel Fuel Prices



Source: Energy Information Administration/U.S. Department of Energy

Table 7: 3rd Quarter 2007 Average Diesel Fuel Prices (All Types - \$/Gallon)

Location	Price	Change From	
		Last Quarter	Same Qtr Last Year
East Coast	2.88	0.07	-0.01
New England	2.96	0.09	-0.01
Central Atlantic	2.96	0.09	-0.04
Lower Atlantic	2.84	0.07	0.00
Midwest	2.89	0.11	-0.01
Gulf Coast	2.83	0.06	-0.02
Rocky Mountain	2.97	0.01	-0.15
West Coast	3.01	0.08	-0.09
California	3.07	0.08	-0.05
U.S.	2.89	0.08	-0.03

Source: Energy Information Administration/U.S. Department of Energy

Ultra Low and Low Sulfur Diesel Fuel Prices

Table 8: U.S. Average Ultra Low and Low Sulfur Diesel Prices (\$/Gallon)

2007	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Ultra Low	2.60	2.53	2.91	
Low	2.83	2.76	2.85	

Source: Energy Information Administration/U.S. Department of Energy

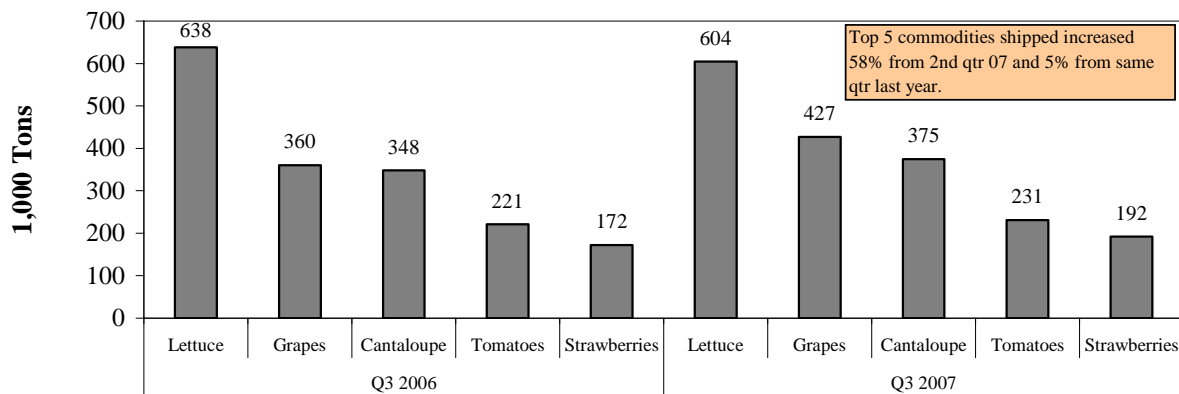
California

Table 9: Top Five Commodities Shipped from California (1,000 tons)

Commodity	3rd Quarter 2007	Share of California Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Lettuce	604	25%	682	638	-11%	-5%
Grapes	427	17%	55	360	676%	18%
Cantaloupe	375	15%	114	348	229%	8%
Tomatoes	231	9%	22	221	950%	4%
Strawberries	192	8%	285	172	-33%	11%
Top 5 Total	1,829	75%	1158	1,740	58%	5%
California Total	3,237	100%	2,443	3145	33%	3%

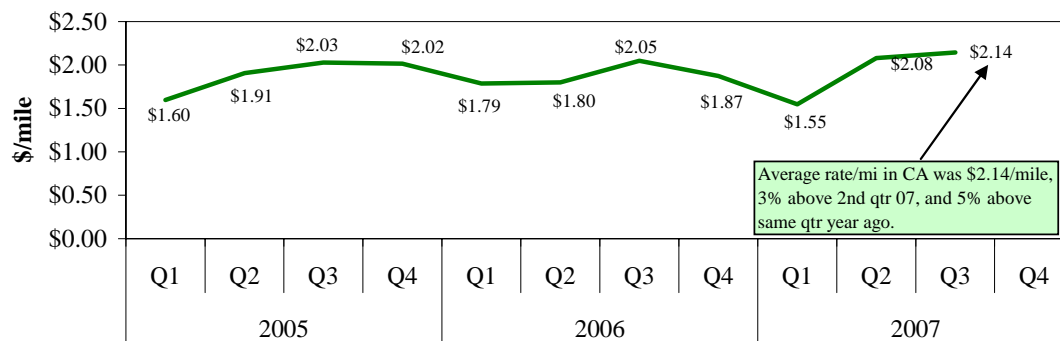
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 4: Top Five Commodities Shipped from California



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 5: California Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Truck Availability for California, 3rd Quarter 2007

The AMS weekly Fruit and Vegetable Truck Rate Report indicated a slight shortage of trucks for onions from the San Joaquin Valley from June 27-July 10 and for carrots and grapes from the Kern District from September 5-18.

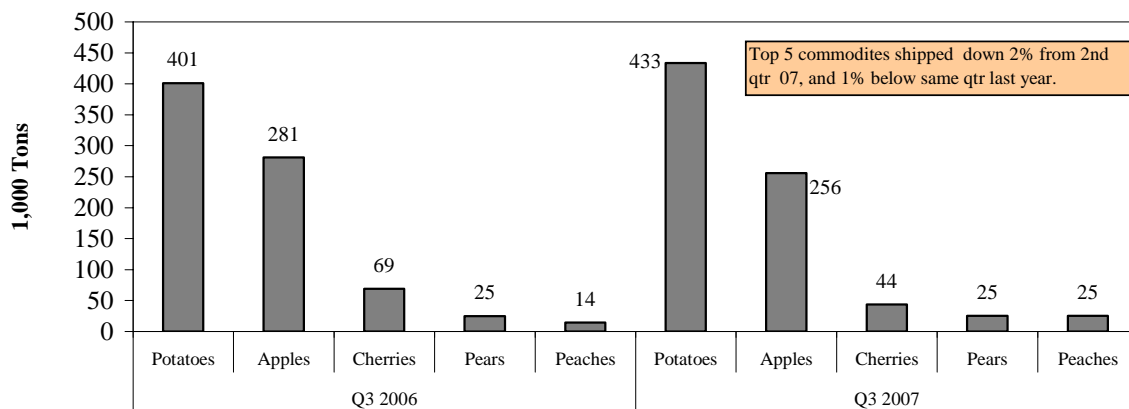
Pacific Northwest

Table 10: Top Five Commodities Shipped from PNW (1,000 tons)

Commodity	3rd Quarter 2007	Share of PNW Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Potatoes	433	52%	417	401	4%	8%
Apples	256	30%	286	281	-11%	-9%
Cherries	44	5%	43	69	2%	-37%
Pears	25	3%	38	25	-33%	3%
Peaches	25	3%	13	14	94%	76%
Top 5 Total	784	93%	797	791	-2%	-1%
PNW Total	800	100%	839	807	-5%	-1%

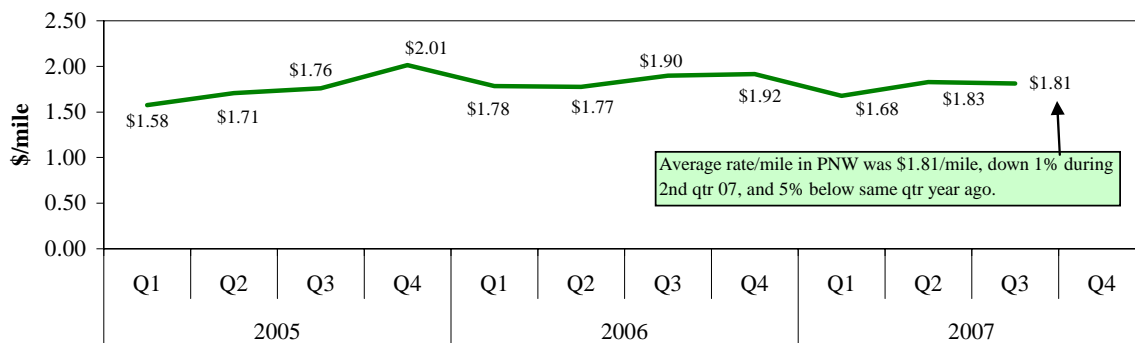
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 6: Top Five Commodities Shipped from PNW



Source: Agricultural Marketing Service, Fruit and Vegetable Programs

Figure 7: PNW Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Truck Availability for the Pacific Northwest, 3rd Quarter 2007

The AMS weekly Fruit and Vegetable Truck Rate Report indicated a slight surplus of trucks for onions and potatoes from the Columbia Basin in Washington, from July 18 to August 28, and a slight shortage of trucks for the same commodities and origin, from September 12-October 2. A slight shortage of trucks for onions and potatoes from Idaho and Oregon was reported from September 5-18.

Texas

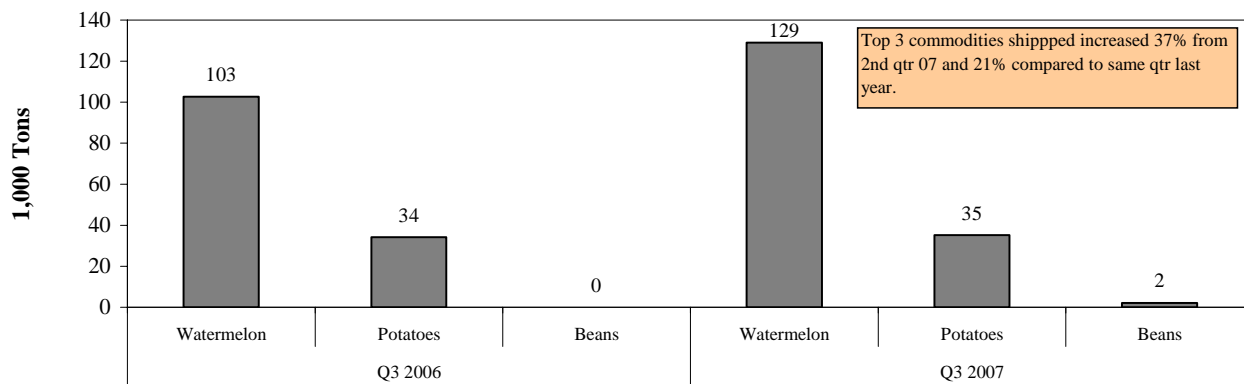
Table 12: Top Three Commodities Shipped from Texas (1,000 tons)¹

Commodity	3rd Quarter 2007	Share of Texas Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Watermelon	129	35%	117	103	10%	26%
Potatoes	35	10%	1	34	2680%	0%
Beans	2	1%	3	-	-28%	-
Top 3 Total	166	45%	121	137	37%	21%
Texas Total	167	100%	368	137	-55%	22%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

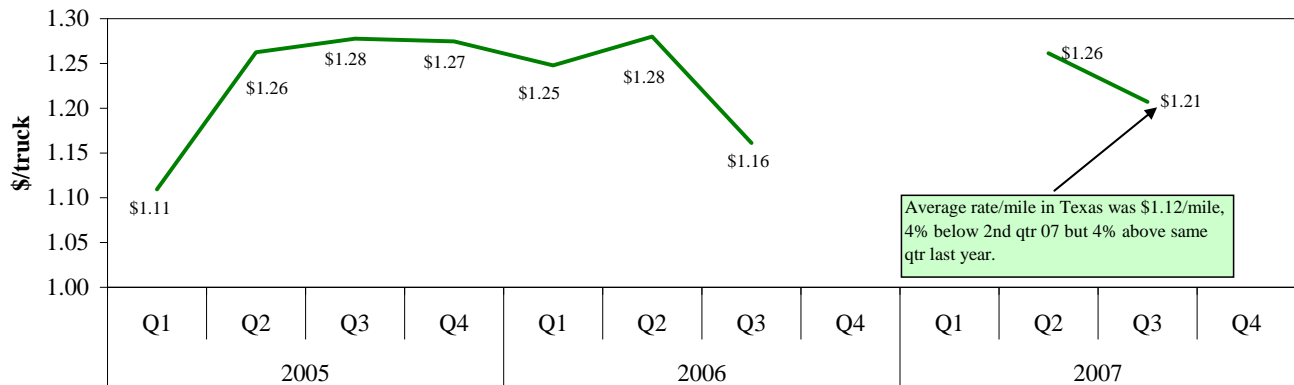
¹ "-" indicates no reported shipments during the quarter

Figure 10: Top Three Commodities Shipped from Texas



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 11: Texas Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Note: Reported rates for some quarters could not be determined.

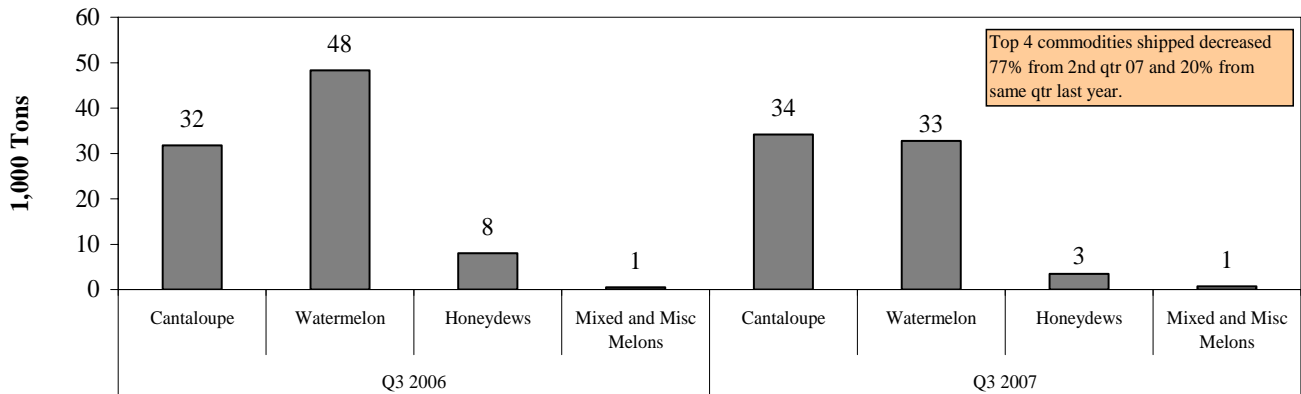
Arizona

Table 13: Top Four Commodities Shipped from Arizona (1,000 tons)

Commodity	3rd Quarter 2007	Share of Arizona Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Cantaloupe	34	9%	143	32	-76%	8%
Watermelon	33	9%	142	48	-77%	-32%
Honeydews	3	1%	28	8	-87%	-57%
Mixed and Misc Melons	1	0%	3	1	-74%	36%
Top 4 Total	71	19%	316	89	-77%	-20%
Arizona Total	71	100%	374	90	-81%	-21%

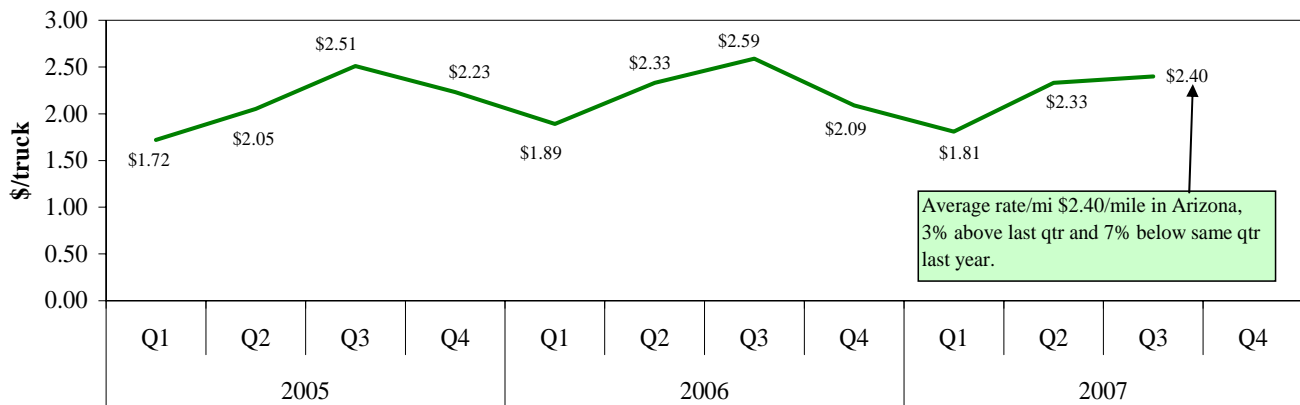
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 12: Top Four Commodities Shipped from Arizona



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 13: Arizona Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Great Lakes

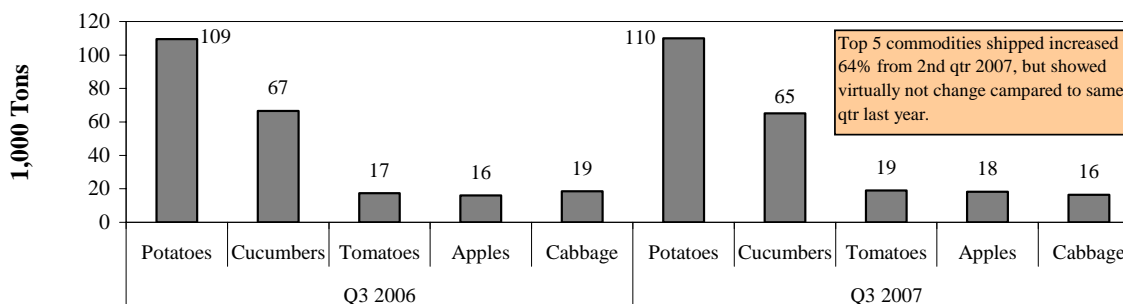
Table 14: Commodities Shipped from Great Lakes (1,000 tons)¹

Commodity	3rd Quarter 2007	Share of Great Lakes Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Potatoes	110	37%	107	109	3%	1%
Cucumbers	65	22%	5	67	1200%	3%
Tomatoes	19	6%	-	17	-	9%
Apples	18	6%	28	16	-36%	13%
Cabbage	16	6%	-	19	-	-12%
Top 5 Total	229	78%	140	228	64%	0%
Great Lakes Total	295	100%	143	300	106%	-2%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

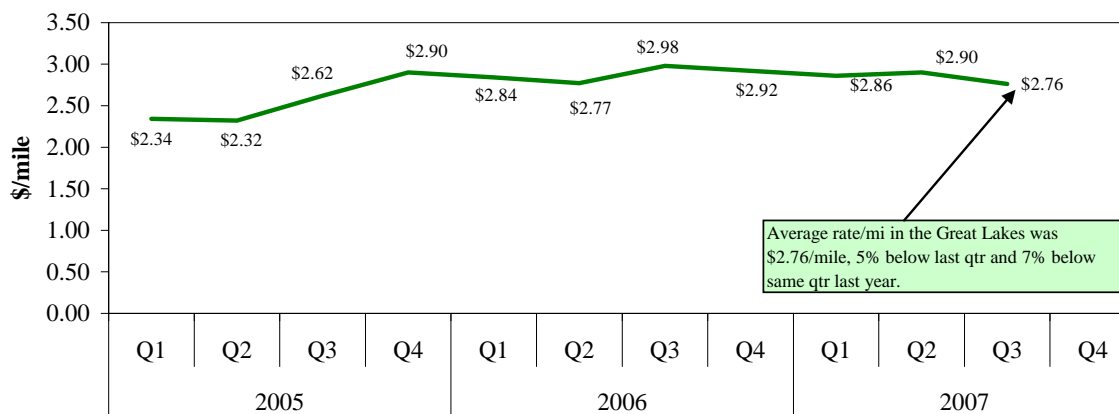
¹ "-" indicates no reported shipments during the quarter.

Figure 14: Top Five Commodities Shipped from Great Lakes



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 15: Great Lakes Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Truck Availability for the Great Lakes, 3rd Quarter 2007

The AMS weekly Fruit and Vegetable Truck Rate Report indicated a slight surplus of trucks for onions and potatoes from Central Wisconsin from August 1-21, a shortage from August 22-28, a slight shortage from August 29-September 4, then a barely adequate supply from September 12-18. A slight shortage of trucks for onions from Michigan was reported from September 5-25.

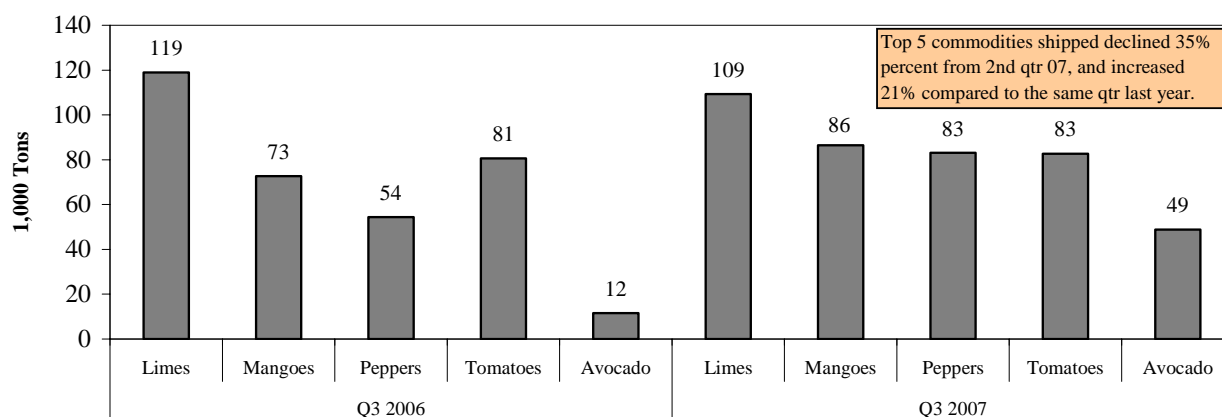
Mexico

Table 15: Top Five Commodities Shipped from Mexico (1,000 tons)

Commodity	3rd Quarter 2007	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Limes	109	7%	102	119	7%	-8%
Mangoes	86	5%	104	73	-17%	19%
Peppers	83	5%	109	54	-24%	52%
Tomatoes	83	5%	248	81	-67%	3%
Avocado	49	3%	70	12	-30%	320%
Top 5 Total	410	25%	633	338	-35%	21%
Mexico Total	644	100%	1,542	576	-58%	12%

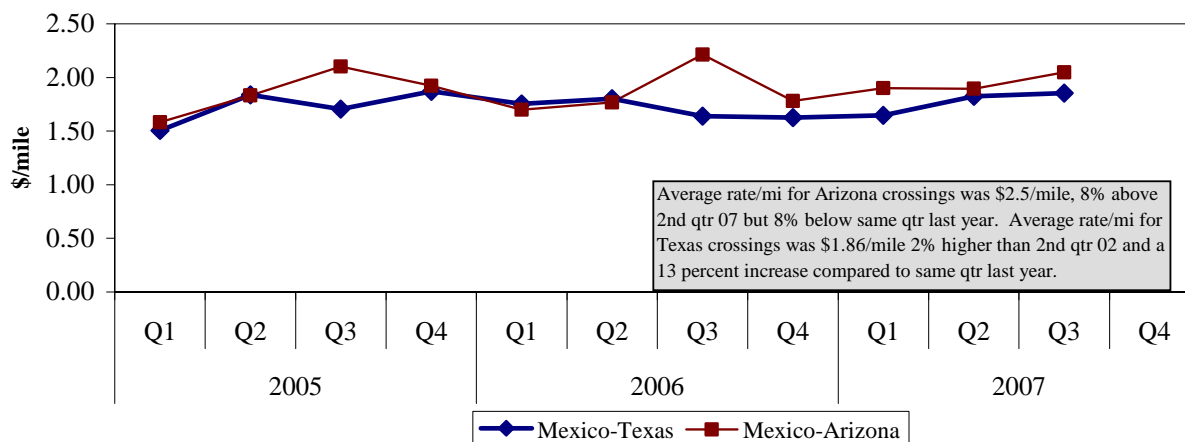
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 16: Top Five Commodities Shipped from Mexico



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Figure 17: Mexico Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch

Terms and References

Data Sources: This information is compiled from weekly Market News Reports by USDA, Agricultural Marketing Service (AMS), Fruit and Vegetable Programs, Market News Branch. The website is <http://marketnews.usda.gov/portal/fv/newsearch?truck=true&step1=true>

Regional Markets: For the regional markets, some states are grouped into producing regions. The Pacific Northwest region includes ID, OR, and WA. The Great Lakes region includes MI and WI.

Shipment Volumes: Truck shipments for all commodities and origins are not available. Those obtainable are reported, but should not be interpreted as representing complete movements of a commodity. Truck shipments from all states are collected at shipping points and include both inter and intrastate movements. They are obtained from various sources, including Federal marketing orders, administrative committees, Federal State Inspection Service, and shippers. Volume amounts are represented in 10,000 pound units, or 1,000 10-lb packages but are converted to tons for this report. Source: Fresh Fruit and Vegetable Shipments by Commodities, States, and Months, FVA4- Calendar Year 2006 : <http://www.ams.usda.gov/fv/mncs/shippsumm06.pdf>

Rates: Rates quoted represent open (spot) market rates that shippers or receivers pay depending on basis of sale, per load, including truck brokers fees for shipments in truck load volume to a single destination. Extra charges for delivery to terminal markets, multipickup and multidrop shipments are not included unless otherwise stated. Rates are based on the most usual loads in 48-53 foot trailers from the origin shipping area to the destination receiving city. In areas where rates are based on package rates, per load rates were derived by multiplying the package rate by the number of packages in the most usual load in a 48-53 foot trailer. Slightly cheaper rates will be reported during Quarters 2 and 3 as about 50 percent of onion shipments from California are hauled on open flatbed reefers. During Quarter 3, less than 20 percent of onions hauled from WA, ID, and OR are on open flatbed.

Regional Rates: Rate data for 8 destination markets are used to calculate average origin regional rates.

Long-Haul Route Detail: The national rate on page 3 reflects long-haul truck rates. The rates include the national rate, weighted by commodity and origin volume.

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Fruit and Vegetable Programs	http://www.ams.usda.gov/fv/
Market News Rate Reports	http://marketnews.usda.gov/portal/fv/newsearch?truck=true&step1=true
Economic Research Service	http://www.ers.usda.gov/
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